

ESTABLISHED 1881.

Sole Agents for the
**UNITED ASBESTOS COM-
PANY, LTD. LONDON.**
DODWELL, CARROLL & Co.
General Agents.

THIRTY DOLLARS
PER ANNUM.

Intimations.

Today's Advertisements.

CHRISTMAS HOLIDAYS.
In accordance with ORDINANCE No. 6 of 1875, the Undersigned BANKS will be CLOSED for the Transaction of Public Business, on MONDAY and TUESDAY, the 26th and 27th instant, respectively.—
For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
T. E. SANSON, Manager.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
For the NATIONAL BANK OF CHINA, LIMITED,
G. W. F. PLAYFAIR, Chief Manager.
For the MERCANTILE BANK OF INDIA LIMITED,
J. THURBURN, Manager.
For the BANQUE DE L'INDO-CHINE,
J. G. F. AUGUSTIN, Manager.
For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,
E. L. HUNTER, Manager.
For the YOKOHAMA SPECIE BANK, LIMITED, CHOH,
Agent.
For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager.
Hongkong, 26th December, 1898. [1505]

THE GREAT EASTERN AND CALE-
DONIAN GOLD MINING CO.,
LIMITED.
NOTICE is hereby given that the SECOND ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICE of the Company, 7, Queen's Road Central, on THURSDAY, the 29th of December, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th June, 1898.
LUTGENS, EINSTMAN & Co.,
General Agents.
Hongkong, 26th December, 1898. [1503]

FOR KOBE AND YOKOHAMA.
THE Steamship
"HONGKONG MARU,"
Captain W. E. Filmer, will be despatched for the above ports, on WEDNESDAY, the 21st instant, at 4 P.M.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 26th December, 1898. [1502]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"THALES,"
Captain Bathurst, will be despatched for the above ports, on THURSDAY, the 22nd instant, at daylight.
For Freight or Passage, apply to
DOUGLAS LARLAIR & Co.,
General Managers.
Hongkong, 26th December, 1898. [1499]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Company's Steamship
"SUISANG,"
Captain G. Payne, will be despatched as above on SATURDAY, the 24th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 26th December, 1898. [1500]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND
SOERABAYA.
THE Company's Steamship
"FAUSANG,"
Captain Moncur, will be despatched as above on SATURDAY, the 24th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 26th December, 1898. [1501]

MOGUL WARRACK-MILBURN LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"MOGUL,"
will be despatched as above on or about the 15th January, 1899.
S.S. "ENERGIA" About 31st Jan., 1899.
S.S. "ARGYLL" " " 15th Feb., 1899.
S.S. "SIKH" " " 25th Feb., 1899.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 26th December, 1898. [1506]

NOTICE TO CONSIGNEES.
FROM LONDON AND SINGAPORE.
THE Steamship
"HONGKONG MARU,"
Captain Filmer, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 26th instant will be subject to rent.
All broken, charred, and damaged Goods are to be left in the Godowns, where they will be retained on the 26th instant, at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 26th December, 1898. [1497]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's Steamship
"SUISANG,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
Cargo remaining undelivered after the 27th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 26th December, 1898. [1498]

Today's Advertisements.

PUBLIC AUCTION
ON
THURSDAY, the 22nd December, 1898,
AT THE
UNDERSIGNED'S SALESROOMS,
Zetland Street, No. 2,
Commencing at 2.30 P.M.
A FINE COLLECTION OF
JAPANESE CURIOS, PORCELAIN,
BRONZES, CLOISONNES, CARPETS,
RUGS, &c., &c., &c.
**SUITABLE FOR CHRISTMAS
PRESENTS.**
On View at the Undersigned's.
TERMS OF SALE:—As Customary.
PAUL BREWITT,
Auctioneer.
Hongkong, 26th December, 1898. [1504]

GOVERNMENT NOTIFICATION.
No. 564.
THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on
THURSDAY,
the 29th day of December, 1898, at 3 P.M., are published for general information.
By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 16th December, 1898. [1506]

Particulars and Conditions of the letting by Public Auction Sale to be held on Thursday, the 29th day of December, 1898, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.
PARTICULARS OF THE LOTS.

| No. of Lot. | Locality. | Boundary Measurements. | Containing in Square Feet. | Annual Rent. | Upper Price. |
|-------------|--|------------------------|----------------------------|--------------|--------------|
| 1. | Wai-ai-hai, near the Government wharf. | 100 ft. by 100 ft. | 10,000 | 0.175 | 1,000 |

GREATEST BLESSING OF LIFE.
Prof. H. WINTER.
THE Great American Indian Expert.
WARRANTS TO CURE HARD AND
SOFT CORNS, BUNIONS IN-GROWING
NAILS AND WARTS.
GUARANTEED to take them out without pain or drawing blood, and further guarantee to perform a perfect cure.
Mr. WINTER'S fame is spoken of in highest terms by various well-known Gentlemen who have suffered for years with Corns.
He has arrived at HONGKONG and will remain till the 1st January at THOMAS GRILL ROOMS, Room No. 4, Office hours from 8 A.M. to 4 P.M. Consultation free of charge.
Those who wish Mr. WINTER to visit them will please send their Address and he will call on MONDAYS and FRIDAYS between 2 and 3 P.M.
Charges Moderate.
The Professor speaks English, German, French, Spanish and Portuguese.
Hongkong, 16th November, 1898. [1478]

Intimation.
A. S. WATSON & Co.,
LIMITED.
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.

SCOTCH WHISKY.
A.—THORNE'S BLEND, White
Capsule \$10.80
B.—WATSON'S GLENROCH
MELLOW BLEND, Blue
Capsule, with Name
and Trade Mark 10.80
C.—WATSON'S ABELOUR-
GLENLIVET, Red Cap-
sule, with name and
Trade Mark 12.00
D.—WATSON'S J. K. D. BLEND
OF THE FINEST SCOTCH
MALT WHISKIES, Vi-
olet Capsule 14.40
E.—WATSON'S VERY OLD LI-
QUER SCOTCH WHISKY,
Gold Capsule 15.00
THORNE'S BLEND and WATSON'S
GLENROCH are high class Soda
Whiskies, of greater age than most
brands in the market.
ABELOUR-GLENLIVET is a very old
Peat Whisky, (smoky) and could not
now be replaced in stock at the price.
D is well known for its fine
flavour.
E is of superb quality and pro-
nounced by leading local connois-
seurs to be the best brand in the
Hongkong market.
A. S. WATSON & Co., Limited,
WINE & SPIRIT MERCHANTS.
Established 1841.

BIRTH.
At Batu Gajah, Perak, the wife of W. T. WRENCH, of a son.
MARRIAGE.
On the 12th inst., at St. Andrew's Cathedral, Singapore, by the Rev. Holland Stubbs, ALEXANDER WINTERSDALE, 5th son of J. E. Westerhout, of Malacca, with EVA ALICE, elder daughter of the late William and Eliza, both Anderson.
DEATH.
On the 11th instant, at Singapore, BESSIE, the beloved wife of F. J. Benjafield.

The Hongkong Telegraph.
HONGKONG, TUESDAY, DECEMBER 26, 1898.
NOTES AND COMMENTS.
We are always pleased to see a goodly number of warships in port and it is some considerable time since we had such a large force of British and foreign warvessels in the harbour as at present. We occasionally hear a growl from some misanthropist who complains that the whole place is usurped by the Navy, but we hope that such persons are few and far between, and can assure them that they would not be greatly missed where they depart for some portion of the globe where they would not be offended by the sight of naval uniforms. The presence of a fleet means a lot to Hongkong, and the removal of our naval headquarters to another port could not be regarded as otherwise than a calamity. True, the ships bring us nothing in the way of merchandise, as do those of the mercantile marine, but it is what they take away from the place that pays Hongkong and its population. The men must be fed, and in port they must have fresh provisions, and these are supplied by the local storekeepers. In addition to the regulation ship's fare, the various messes indulge in small luxuries, and, even on the lower deck, a considerable amount over and above the ordinary rations is consumed, all of which comes from Hongkong and means so much more in the pockets of the storekeepers. Putting the number of men at present in the fleet in port at five thousand and allowing each say twenty-five cents per day to spend on fresh provisions (a very low estimate), we find that one thousand two hundred and fifty dollars finds its way ashore daily, or thirty-seven thousand five hundred dollars per month.

But it is not only the provision dealers that reap a profit from the presence of a fleet. All the traders of the Colony come in for their share of the spoil in one way or another, for each helps to contribute in some fashion to the support or amusement of the officers and men. The tailors, boot-makers and general storekeepers look forward to the visits of the ships as eagerly as anyone, while the chair and ricksha coolies reap a silver harvest from "Jack," from whom they will know they are sure of a good fare, if at times he is a trifle unruly. To the publicans the warship's presence is to be regarded as a blessing, as a glance at their books would show, and the various clubs and places of entertainment throughout the place all participate accordingly as they cater for the amusement of the different branches of the service. We do not think that we are far wrong in stating that even the Hongkong Club itself would not be able to maintain its large and commodious premises were the patronage of the navy suddenly withdrawn. The fleet brings nothing but money into the Colony and does not take it away again, but leaves it to help support Hongkong's population, from the lowest coolie to the head of the largest firm. This being the case we cannot but look upon Wei-ai-hai as a rival to us. Its establishment as a naval station will mean that we shall see less of the fleet than formerly throughout the summer months and all that we can do is to fervently hope that the naval headquarters may never be removed from here to the northern port. That would be a blow indeed!

REUTER'S TELEGRAMS.
THE INDO-CHINA RAILWAY LOANS.
LONDON, December 18th.
A Bill has been passed in the Chamber authorizing the Government to guarantee a loan for a railway to Yunnan only.
RUSSIA AND TURKEY.
The Grand Duke Nicholas has arrived at Constantinople for the purpose of unveiling a monument of Saint Stefano in the presence of Balkan and Greek Delegates. The Turks are irritated at such a display on Ottoman soil and are recalling the disasters of 1878.
OBITUARY.
Baron Ferdinand de Rothschild, M.P. for Aylesbury.
WEATHER REPORT.
The Observatory report says:—"On the 26th at 11.50 a.m. The barometer has risen considerably on the E. coast of China, fallen slightly on the S. coast. The low area lying in the extreme North yesterday, has moved Eastwards, and pressure is now high over N. China. Gradients increasing with the monsoon freshening on the coast and in the N. part of the China Sea. FORECAST:—Fresh N. E. winds; fair."

LOCAL AND GENERAL.
Mr. Travers-Dryden, Barrister-at-Law, was admitted to practise as an advocate of the British Consular Court at Bangkok, on the 5th inst.
THE returns of the number of visitors to the City Hall Museum for the week ended 18th December, are:—Europeans 177, Chinese 2,282, total 2,459.
It is reported that, through the Russo-Chinese Bank there have been ordered in Scotland two of the most powerful steam-excavators, for employment in—deepening the harbours of Tallienwan and Port Arthur.
THE Hon. Treasurer of the Alice Memorial and Netherby Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
Wong Kam Fook, \$10

A GYMNASIA is fixed to come off at Bangkok, on the 24th inst. The programme comprises ten events. Seven cups will be run for. The first event is the King's Gold Cup. Three events are for Siamese ponies only.
SU-PHYA-GVI, the head wife of Ex-King Theebaw, died a few days ago at her residence in Windsor Road, Rangoon. The body is to be cremated, and will be interred with great ceremony in the compound adjoining the house. The deceased was over 40 years of age.

THE Bishop of Lahore was seized with a paralytic stroke in the Cathedral there during service on the 28th November, and died on the 2nd inst. The deceased, the Right Rev. Henry James Mathew, D.D., had been Bishop at Lahore since 1888 and previously Archdeacon for ten years. He was born in 1837, educated at Trinity College, Cambridge and ordained in 1861.
OWING to a recent edict of the Empress Dowager commanding the high provincial authorities at Wuchang, Nanking, Tientsin, and Soochow, to commence with all haste the manufacture of quick-firing field guns, machine guns, and small-bore Mauser rifles, large orders will soon be placed to foreign arms merchants for the necessary machinery. Although the arsenals at Tientsin, Wuchang, and Shanghai possess appliances for the manufacture of the above arms, they will have to make large additions to their works in order to supply the demand which the Empress Dowager at the instance of Jung Lu has made on them, the funds for which are to be provided by special authority by the Provincial Treasurers' concerned.

THE total quantity coal exported from Moji last month amounted to 59,744 tons, with a declared value of 419,854 yen. The details are as follows:—

| | Quantity tons. | Value. yen. |
|-----------|-------------------|----------------|
| Hongkong | 34,179 | 243,994 |
| Shanghai | 13,320 | 93,456 |
| Bombay | 5,450 | 35,200 |
| Swatow | 2,200 | 14,760 |
| Amoy | 1,550 | 10,820 |
| Newchwang | 1,520 | 12,140 |
| Saigon | 900 | 6,800 |
| Tientsin | 400 | 2,400 |
| Chefoo | 125 | 625 |
| Chemulpo | 600 | 600 |
| Total | 59,744 | 419,854 |

These figures show an increase of 10,755 tons in the quantity and an increase of 89,409 yen in the declared value over the returns for the preceding month.

THE ENGINEERS AND SHIP-BUILDERS INSTITUTE.
A most enjoyable ball was given by the above association at the City Hall last night. The K.O. R. Band having to play at the reception given by the officers of the King's Own Mess to the New Band of the Hongkong Regiment, who gave great satisfaction as their selection of the different dance music left nothing to be desired in the shape of time or rhythm. The Ladies' dresses were most becoming and many a poor gallant has to-day to bemoan a heart that has been pierced with one of Cupid's amorous darts. The ball broke up allowing the visitors to depart at such a time as to enable them to go to business feeling none the worse, in fact all the better, for their very pleasant evening's enjoyment.

VICTORIA REGATTA.
Committee:—Com. W. C. H. Hastings, R.N., Chairman; W. Armstrong, Esq., G. Caldwell, Esq., A. Denison, Esq.; G. L. Duncan, Esq.; F. Lammer, Esq.; R. K. Leigh, Esq.; T. H. Reid, Esq.; E. D. Sanders, Esq.; M. A. A. Souza, Esq.; W. H. Poiss, Esq., Hon. Treasurer; W. S. Bailey, Esq., Acting Hon. Secretary.
Judges of the Rowing Races:—R. K. Leigh, Esq.; E. D. Sanders, Esq.
Umpires and Starters:—Rowing, Starter, W. H. Poiss, Esq.; Rowing, Umpire, C. H. Grace, Esq.; Yacht, R. Cooke, Esq.; Open Sailing Boats, E. Burnie, Esq.
Judge of the Sailing Races:—Commander R. J. Rogers, R.N.
Time-keeper:—T. F. Hough, Esq.

FIRST DAY, TUESDAY, DEC. 26th, 1898.
The annual aquatic carnival of Hongkong began to-day and so far the sport has been first rate. The fine ship *Keenlight* was kindly placed at the disposal of the Committee as flagship and the Dock Co. supplied the steamer *Janet* for conveying visitors to the flag-ship. The first party left the wharf at 12.30 and during the afternoon, there was a large stream of ladies and gentlemen coming off. Special provision had been made for the accommodation of ladies and the ship herself was in regular yacht trim. The weather was dull and overcast with a drizzle of wind at times from north and east. Some of the contests were very spirited and hard fought. The various officers performed their duties satisfactorily and the Acting Hon. Secretary, Mr. W. S. Bailey, deserves much credit for the general arrangements of the regatta.
At a little after noon the sun came out and a rather strong breeze sprang up, lending a pleasant touch to the sailing people's minds. There was a large attendance on board the flag-ship as the afternoon wore on and Captain Eusland had his handsome craft dressed with hunting from jibboom end to the poop. Mr. Parker, of the New Victoria Hotel, provided a first rate tiffin on the main deck and as he personally supervised things every attention was paid to the visitors and a meed of credit is due to Mr. C. Leabrell, steward of the V. R. C. for the assiduous manner in which he discharged his multifarious duties, and he had to work hard indeed to-day.
The prizes, a magnificent lot of silver cups, mugs &c. were displayed on a stand on the after hatch.
H.E. Sir Henry Blake, and Miss Blake and the vice-regal staff, together with Lt.-Col. The O'Gorman and most of the Consuls visited the flag-ship during the afternoon, H.E. being a very interested spectator of the sport.
By the courtesy of Colonel Retalick and his officers the fine band of the Hongkong Regiment greatly added to the day's pleasure with their fine selections.
The results were as follow:—
LIGHT GIGS; open to regular Chinese crews of the same Hong or office; boats must carry a European coxswain; boats to be passed by the committee; distance, one mile; time allowance, 8 seconds per knot; 1st prize, \$10; 2nd prize \$5; 3rd prize \$2.
H.M.S. *Tamar*, 1st prize.
H.M.S. *Tamar*, Majorie, 2nd prize.

CHAIRMAN'S CHALLENGE GIG; for four oars; cup to be held by the winning crew for one year, but to remain the property of the Club; distance, one mile and a half; entrance \$10. To be rowed in boats the property of the Victoria Recreation Club.
ROSE.
Station No. 2.—White.
Bow, L. A. Rose 9th. 0lb.
2, Albert Ellis 11st. 12lb.
3, G. Mollison 12st. 12lb.
Stroke, A. A. Alves 11st. 0lb.
Cox, J. M. E. de Carvalho 9st. 0lb.
THISTLE.
Station No. 3.—Black, pink sash.
Bow, F. H. Hyndman 10st. 0lb.
2, F. Lammer 11st. 10lb.
3, W. S. Bailey 11st. 0lb.
Stroke, W. Armstrong 12st. 0lb.
Cox, H. W. Kennett 10st. 0lb.
KORNBLOME.
Station No. 1.—Black and white.
Bow, J. D. Danby 10st. 11lb.
2, E. Herbst 9st. 10lb.
3, J. A. Fredericks 10st. 11lb.
Stroke, E. August 11st. 6lb.
Cox, F. W. White 9st. 0lb.
LEEK.
Station No. 4.—Royal blue.
Bow, P. Hyndman 9st. 10lb.
2, J. M. S. Machado 10st. 12lb.
3, G. Wilson 11st. 10lb.
Stroke, A. E. Alves 11st. 0lb.
Cox, J. H. R. Hance 9st. 8lb.
Rose won easily and a fine contest took place for second honours.
LIGHT GIGS; open to European non-commissioned officers and men of any regiment or corps of the garrison or to European crews of any of H.M. vessels or to European members of the Police Force; entrance, \$1; distance, one mile; boats to be approved of by the committee; time allowance, 8 seconds per oar; four boats must start for two prizes; 1st prize, \$15; 2nd prize, \$10. Post entries.
H.M.S. *Centurion*, Nobby, 6-oars 1
H.M.S. *Tamar*, Majorie, 6-oars 2
Won by less than a length after a grand race.
SNAKE BOATS; open to Chinese snake boats; distance, one mile; 1st prize, \$10; 2nd prize, \$5; eight boats to start for two prizes.
Tin Yik, red 0
Tai Hing, black 0
Wing Mau, white 0
Man Hop, yellow 0
Mau Un, green 0
Hung Hop, white and black 0
A very warm contest but it was impossible to discover who was the winner.
LADIES' PRIZE; presented by the ladies of Hongkong; for four-oars; distance, one mile; entrance, \$10; to be rowed in boats the property of the Victoria Recreation Club.
THISTLE.
Station No. 2.—Black, pink sash.
Bow, Albert Ellis 11st. 12lb.
2, F. Lammer 10st. 10lb.
3, E. August 11st. 0lb.
Stroke, W. Armstrong 12st. 0lb.
Cox, L. A. Rose 9st. 0lb.
LEEK.
Station No. 3.—Royal blue.
Bow, T. Meek 10st. 0lb.
2, A. E. Alves 11st. 10lb.
3, G. Wilson 11st. 10lb.
Stroke, A. A. Alves 11st. 0lb.
Cox, F. W. White 9st. 0lb.
KORNBLOME.
Station No. 1.—Light and dark blue.
Bow, J. H. R. Hance 9st. 8lb.
2, C. E. A. Hance 11st. 11lb.
3, W. S. Bailey 11st. 0lb.
Stroke, E. Herbst 9st. 10lb.
Cox, H. W. Kennett 10st. 0lb.
The race was *Thistle's* almost from start, and Armstrong's crew won by six lengths with about a length or two between second and third. Miss Blake presented the winner with his prize.
The stroke of the winning crew presented Miss Blake with a ribbon bedecked bouquet and on his call his fellows gave three cheers for the ladies and Sir Henry's call for three cheers for the winning crew was lustily responded to.
GRIFFINS' TUB RACE; (tub sculling boats); distance, half-mile; entrance, \$1; (restricted) to members who have never won a race in a regatta; to be rowed in boats the property of the Victoria Recreation Club.
Station 4, P. Hyndman, Boat No. 1 1
Station 3, M. E. Asgar, Boat No. 5 2
Station 1, W. S. Bailey, Boat No. 2 0
Station 2, J. A. Mackie, Boat No. 3 0
Station 5, J. Coyle, Boat No. 4 0
A very well contested race indeed.
MEN-OF-WAR'S CUTTERS; the boats to be approved and handicapped, if necessary, by the Committee. Distance, one mile. Time allowed for oars, 8 seconds per oar. Four boats must start for two prizes. Entrance, \$1. First prize, \$15; second prize, \$5. Post entries.
Germans 1
H.M.S. *Powerful* 2
H.M.S. *Alacrity* 3
A tight contest, the Germans coming in first by a boat's length and a half.
LUSITANO CUP; presented by the members of the Club Lusitano (for four oars); distance, one mile; entrance, \$10; to be rowed in boats the property of the Victoria Recreation Club.
THISTLE.
Station No. 4.—Black, pink sash.
Bow, Albert Ellis 11st. 12lb.
2, J. A. Fredericks 10st. 11lb.
3, G. Mollison 12st. 12lb.
Stroke, W. Armstrong 12st. 0lb.
Cox, R. Henderson 9st. 0lb.
KORNBLOME.
Station No. 2.—Royal blue.
Bow, J. M. S. Machado 10st. 12lb.
2, J. D. Danby 10st. 10lb.
3, G. Wilson 11st. 10lb.
Stroke, A. A. Alves 11st. 0lb.
Cox, Chad. T. Kew 9st. 0lb.
ROSE.
Station No. 3.—Black and white.
Bow, J. H. R. Hance 9st. 8lb.
2, F. Lammer 10st. 10lb.
3, T. Meek 10st. 0lb.
Stroke, E. August 11st. 6lb.
Cox, F. W. White 9st. 0lb.
LEEK.
Station No. 1.—White.
Bow, L. A. Rose 9st. 0lb.
2, E. Herbst 9st. 10lb.
3, W. S. Bailey 11st. 0lb.
Stroke, A. E. Alves 11st. 0lb.
Cox, J. M. E. de Carvalho 9st. 0lb.
Fine race, throughout *Thistle* led from the start and after a hard struggle. Half a length separated second and third boats.
YACHTS AND PARTIALLY-DECKED BOATS; (in two classes); V.R.A. handicap; prizes, a cup for each class; entrance, \$4; Course, 9 miles.
A. CLARE.
Buntin, Major Koo 1
Erica, Mr. A. Denison 2
Chanticleer, Mr. C. A. Tomes 3
Phyll, Hon. F. H. May 4
Sybil, Officers, R.E. 0
Maid Marian, Mr. J. Hastings 0
Athena, Mr. H. Pollock 0
Maid Marian, Mr. C. H. Kew 0
A protest was entered by the *Chanticleer* for the second place.

OWING to the lateness of the hour at which the race was concluded we are obliged to hold over the balance of the results until to-morrow.

THE TRIAL TRIP OF THE S.S. "TRIGONA."
The *Trigona* of the "Shell" line being the pioneer ship to use oil fuel in Far Eastern waters, a large and representative party were invited; by Messrs. Arnold Karberg & Co. to make a three hours trial trip in her yesterday afternoon and about 100 gentlemen responded to the invitation, amongst whom were Capt. Henderson R.N. of the Naval Yard, Mr. Gillies of the Hongkong and Whampoa Dock Co., Mr. Kinghorn, Mr. Bailey, and Mr. Shaw, the manager of the new Cotton Mills, shortly to be opened near Causeway Bay, besides others representing the merchant service and Colonial industries. The invitation was also extended to the Press so that all might have an opportunity of judging for themselves whether the advantages claimed for the oil fuel are in any way extravagant. A light coal collocation was provided for the trip up the Canton River was most enjoyable. The *Trigona* is a trunk-turret oil boat of 1068 register with a carrying capacity of 2000 tons, having compound surface condensing engines of 900 indicated horse power, the boiler being of the ordinary marine type but fitted for the consumption of oil fuel. She was built by Messrs. Armstrong Whitworth & Co. this year and came out as far as Singapore using coal as fuel. At Singapore, one of the steamers at which the Shell Transport and Trading Company have been established an installation, the boilers were ready for use of the liquid fuel, and the bunkers were filled. A fresh supply was obtained at Kudat, Borneo, where the Company have acquired territory more than 200 miles in extent, from which place she came up to Hongkong. The following results were shown in the log for the whole trip from England, that where 14 to 15 tons of liquid fuel were required for a day's steaming at 10 knots per hour 20 tons of Welsh or 23 tons of Newcastle or 28 tons of Japanese coal would be needed; the actual consumption in weight of liquid fuel in comparison to coal by reckoning the indicated horse power developed worked out that to obtain 1 horse power it required 2.27 lb. of coal where 1.67 lb. of oil sufficed. This means that when Japanese, Indian or native coal is used it requires 23 tons of coal to do the same work as is done by 1 ton of liquid fuel and the storage room required is in almost the same ratio, that is, the room occupied by 2 tons of coal can hold 4 tons of oil. The time taken in converting the boilers was slightly over 24 hours this of course did not include the bunkers which had been especially built for the purpose. It was thought that some difficulty would be experienced with the water required but it was found that the evaporators could easily meet the demand which amounted to approximately 7 tons per day. The thermal efficiency was also roughly tested and found to be most satisfactory as no heat was lost and the boilers were not injured by the opening of the furnace doors as no "cleaning fires" was required, the oil being fed automatically in a continuous stream which can be easily regulated by a stop-cock. This strokehole kept beautifully cool and clean and as no draught is required equally satisfactory results were obtained in all kinds of weather. It was also shown that whereas six furnaces were necessary to maintain the 100 lb. pressure with coal, that four were quite equal to the task when liquid fuel was used, and the tubes kept exceptionally clean. Another great item in the expenses is the strokehole staff, which with liquid fuel can be cut down by more than half, the only attention required being the slight adjustment of the oil and steam supply. The complete absence of smoke was not one of the least noticeable advantages of this fuel and for harbour and river navigation should have great weight in its favour.
During the trip the officers and engineers were most assiduous in explaining the modus operandi, giving any information that was enquired for. Mr. L. Suidter the owner's representative was also on board and volunteered the following interesting information that liquid fuel had been used for the last six or seven years by the Company with such satisfactory results that they intended equipping all their boats with it and that the supply was so plentiful and so haughtily low as it came spontaneously from the borings and was conveyed to within a few miles of the coast by pipes, so that 1,500 tons can be pumped into a vessel in about 22 hours. The price at present was only a few dollars more a ton than the cheapest Japanese coal but that its efficiency was more than 100 per cent higher, that it was no new invention but had been severely tried in Russia and by the Great Eastern Railway for land service and on the Caspian and the Volga for water transit, no coal being used at all. That the "float" pump required by the Singapore Authorities was 200 deg. and there was no trouble in getting it as high as 240 deg. to 260 deg. and that an ordinance was now being passed through the Legislative Council of Hongkong not to include this liquid fuel under the Petroleum Acts. That the Company were establishing installations in all the principal ports between Suez and Yokohama, and that the oil was not explosive nor inflammable but required pulverizing before it would ignite.
The Mercantile Engineers were very pleased with the working but saw difficulties in the way, as the Company's territory is under the flag of a foreign nation and the cost in England, where good coal is cheap and the oil dearer, would not compare so favourably as it does out here. Some anxiety was also expressed as regarding its explosive propensities which it was feared would be too great to allow of its adoption in the Navy. That Naval bugbear "forced draught" was also a stumbling block as with this fuel it is claimed a very little draught is required.
The Mercantile Engineers were very pleased with the economy in fuel as effected by the easy way of cutting off the oil supply when the boilers are not working, and when a "donkey boiler" is at hand steam can be very readily raised. Some anxiety was also shown by these gentlemen concerning the danger of explosion and it is to be hoped that this infirmity by gradually being almost strangled in its infancy by mechanical traction, electricity and other useful inventions have been and American, Continental and even Japanese cities are allowed to boast that they are further advanced than England.
Any further information that may be required will be cheerfully given by Messrs. Arnold Karberg & Co. who have been appointed General Agents for Hongkong and China.

OPEN BOATS; (over 18 feet), any rig, Chinese-owned boats excluded; entrance, \$2; prize, \$25; course, 9 miles. Post entries.
H.M.S. *Tamar*'s 30 feet Cutter 1
H.M.S. *Narcissus* gig 2
H.M.S. *Powerful*'s 32 feet Galley 0
H.M.S. *Tamar*'s 30 feet Galley 0
H.M.S. *Powerful*'s 30 feet Cutter 0
H.M.S. *Griffon*'s 30 feet Gig 0
H.M.S. *Griffon*'s 30 feet 1st Cutter 0
H.M.S. *Griffon*'s 30 feet 2nd Cutter 0
Naval Yard 26 feet Gig 0
No. 7 Police 26 feet Gig 0

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ROYAL HONGKONG YACHT CLUB.

RACES FOR COMMODORE'S CUP.

The races in the second series sailed on the 3rd instant were re-sailed on Saturday last, the committee having decided that the commodore had no power to shorten the course on the 3rd instant.

The course was Channel Rocks and North Fairway Buoy, starboard. The A class started at 2.15 and the B class at 2.30. There was a perfectly true east breeze of almost whole sail strength, and as nearly steady in strength as it seems possible for a wind in Hongkong harbour to be. In the A class *Chanticleer* once more showed what a good boat she is. She fairly outstripped the fleet on the beat to the Channel Rocks, but the *Erica* caught and passed her on the run and would probably have finished in front of her had her helmsman not been obliged to sail for a fluke, seeing that the *Chanticleer* was receiving a minute over the course from *Erica*. The *Bonito*, like her prototype, the *Speedwell*—a most successful boat in the Solent—apparently requires a reefing breeze and a jump of a sea and we wish heartily she may soon get it, for the fluky variable air experienced this season to date have been most trying to helmsmen and crews.

In the B class the *Dart* was deprived of victory by the *She* with her long handicap of 8 minutes. *Payne* and *Ladybird* have both increased their drought. The change seems to have improved the *She*, for the *Ladybird* was not going so well, but possibly the strength of wind did not suit.

We hear that a protest has been lodged in each class. The protest committee will require some remuneration if they are to continue to be so hard worked.

The times of rounding the Channel Rocks and of finishing were as follows:—

| A CLASS. | Channel Rocks. | Finish. |
|--------------------------|----------------|-------------|
| <i>Chanticleer</i> | 3 35 7 | 4 26 1st |
| <i>Erica</i> | 3 33 30 | 4 29 2nd |
| <i>Bonito</i> | 3 56 9 | 4 15 10 |
| <i>Settle</i> | 3 56 15 | 4 15 30 |
| <i>Sybil</i> | 3 57 3 | 4 12 24 |
| <i>Maid Marian</i> | 3 58 10 | 4 16 00 |
| <i>Meteor</i> | 3 58 45 | 4 18 00 |
| B CLASS. | Channel Rocks. | Finish. |
| <i>Princess</i> | 3 9 5 | 4 28 15 |
| <i>Dart</i> | 3 9 35 | 4 25 48 |
| <i>Payne</i> | 3 10 00 | 4 26 30 3rd |
| <i>Ladybird</i> | 3 10 25 | 4 27 20 |
| <i>She</i> | 3 10 55 | 4 32 22 1st |
| <i>Doris</i> | 3 11 35 | 4 31 25 |

THE STRAITS SETTLEMENTS.

(From Straits Papers.)

A new organ is required for the Anglican Church at Penang. The cost is set at \$8,000.

The demand for houses at Kampar, Perak, is so great that people who cannot afford high rents are obliged to camp out in the open.

SCAVENGERS WANTED. The scavenging staff is so reduced in Kinta at present that it is with difficulty the authorities can keep the town presentably clean.

PENANG'S HEALTH. The *Pingang Gazette* contradicts the rumour that plague has appeared there. The public health in that town has, on the contrary, lately shown decided improvement. In short, Penang has never been more healthy than at present.

A NEW DUTY. The Perak Government will levy shortly an export duty on *laka* or mangrove fire-wood, amounting to one dollar a picul. It is asserted that the duty will work for all on launches and enterprises in the Settlements which depend upon fire-wood.

MEDICAL OFFICERS' PENSIONS. It is officially notified that, in Negri Sembilan, all duly qualified medical officers serving the State in the medical department will be eligible for pensions under the pension law in force for the time being. They are not entitled to any addition for professional qualifications.

A MAN-EATING CROCODILE. A crocodile, 14 feet and 2 inches long, was caught by some Malays at Kuala Selangor, on the 7th inst. A few days ago, this reptile carried away a Chinaman. When it was tipped open, the bones of the legs, feet, and a hand were found, besides some hair of a former victim.

SCENE IN COURT. Great excitement in court followed the acquittal of a Tamil, tried at the Penang Assizes recently on a charge of murdering his wife in Kedah. The court was packed with Tamils who clapped their hands on hearing the verdict. They thronged upon the juryman and sought to put garlands of flowers round their necks. The trial lasted nearly six days.

AN AWFUL TRIAL. On the 7th instant, before the Judicial Commissioner's Court at Kuala Lumpur, a Malay was sentenced to death for the murder of his divorced wife. He killed the latter because she had bothered him to take her back. The murderer was sent to his death on the evidence of his own mother and brother. Now, and again, when giving her evidence, the mother cast looks of agonized affection on her son in the dock.

MARRIAGE. The *Malay Mail* discusses the question at what age and on what income is a man in Selangor justified in marrying. Its own opinion is that men in the Service on the fixed establishment may safely embark on matrimony when in receipt of a permanent salary of \$250 a month, which, with compensation, means about \$300 a month in hard cash. This means marrying at the age of thirty years. Undoubtedly, says that journal, from a Government point of view it is to the advantage of the State that its officers should not marry, for the fact is that most men work much harder before marriage than after.

NEGRI SEMBILAN FINANCES. The revenue of Negri Sembilan, next year, is estimated at \$723,770. The expenditure is set at \$805,083. Of this amount, over \$100,000 are for special outlay on roads. The State owes \$255,000 to the Colony and \$210,000 to the Perak Government. The State also owes \$30,000 to the Perak Savings Bank. Railway construction comes under a separate account to the amount of \$385,000 on 93 miles of rail from Seremban to Batang Labu. The expense will be met out of the Federal Loan.

A NEW CLUB. Through the energy of the German community at Singapore the present Teutonia Club on Scott's Road is about to be replaced by a handsome new structure, for which it is understood that some \$10,000 have already been raised. Messrs. Swan and Maclaren and Mr. Lemert are sending in competitive designs. During the time that must elapse during the reconstruction of the Club the committee and members of the Tanglin Club are placing their premises at the disposal of the Teutonia Club. The result of this very proper arrangement will be that the members of the two Clubs will have more frequent opportunities of pleasant social meeting, and co-operation in mutual entertainments.

BRITISH POLICY IN CHINA.

SPEECH BY MR. CHAMBERLAIN.

The Right Hon. Joseph Chamberlain, M.P., was the chief guest at a banquet on 16th Nov. at the Manchester Conservative Club. Replying to the toast of his health, he said:—

In the East we have occupied Burma, and have established and extended our protectorate over the Malay States; and, as you know, both those countries are extremely prosperous already.

The trade of the Malay Peninsula and its revenues are going up by leaps and bounds, and there is every prospect that with the railways, for the construction of which I have already given authority on a large scale—(cheers)—this trade may be greatly increased.

(Hear, hear.) Do you think either the Government of this country or its traders have been backward in development? And in the occupation of tropical and other hitherto misgoverned territories, I say we have pegged out a fair number of claims for posterity. Now we have to see that nobody rushes them. (Cheers.)

But you will observe, no doubt, that I have spoken of China. Most of the criticisms, which have been passed upon the policy of the Government has had reference to what we have done, and still more to what we have left undone, in the case of China. Now, I do not wish for a moment to be thought to complain of this criticism. It has taught us what our countrymen desire. But take even China. Have we done so badly up to the present time? We are only in the opening chapter of what may prove to be a very exciting romance.

(Laughter.) But, up to the present time, do not you think the tale has proceeded satisfactorily in this respect? (Hear, hear.) Whether we look to territorial acquisition, or whether we look to commercial advantages, I really think we have not done badly. (Hear, hear.) And if you want to know, do not take my word for it, but go to those great commercial and financial houses who have their seat of operation in China, and ask them what they think. (Hear, hear.) I believe they will say that upon the whole they are pretty well satisfied. Being British traders you could not expect more from them than that. (Laughter and cheers.)

Then it is said that the policy of the Government has been a vacillating policy, we have not known our own minds. I assure you that exactly what we have done. We have not always told our minds, I admit—(laughter)—but you must not suppose on that account either that we have no minds or that we do not know what is in them. I think myself we have stated, at all events, in general terms, the objects at which we are aiming, and I will endeavour to repeat them in as plain terms as I can use, and I hope you will agree that there is no obscurity in my language. In the first place there is one thing we did not want to do—we did not want, and did not think it was our interest, to do anything that would hasten the dissolution of China. (Hear, hear.) As far as we were concerned we were satisfied with the *status quo*. I do not mean that we did not wish reforms in that Empire; did not desire to see greater facilities given to the trade of all the world. But we were not prepared to hasten these objects at the probable cost of anarchy in China; and, on the other hand, we did not think it was to the interest of this country to give anything like a guarantee of the integrity and independence of an Empire which appeared to be decaying. Well, again we had no desire—and this follows from the first statement—for acquisitions, except such small acquisitions as seemed to us to be necessary in order to secure and guarantee our naval position. Beyond that we had no desire, have no desire, to increase our responsibilities. The third point of our policy is this, that holding these views as regards ourselves, we did not think it was necessary for us to impede the ambitions of other Powers. Whether we approve or not, whether we think they would be good for them or not is another matter. Still, providing they did not interfere with certain principles which we desire to see established, we did not think it was our business to appear as the champions of China, to defend her against the attacks that might be made upon her. The principle for which we did contend was that no acquisition of territory by any foreign Power should alter the existing state of things in this respect. The markets of China should be opened to fair and even competition to all, through the open door. That was our policy. Again—please to judge it by results—that was our policy. We have heard a great deal to the effect that this policy has been abandoned by the Government, and that it has been unsuccessful. Up to the present time, at any rate, it has not been unsuccessful. There is no door in China for trade which was open before these events which is closed now. (Hear, hear.) No port where trade passed, or is likely to pass, has been closed, and, under these circumstances, we may claim so far, at any rate, that our policy has been carried out.

THE PRINCIPLE OF THE "OPEN DOOR." It is true that there have been disputes about concessions, and it seems to me that there has been in the public mind some confusion between concessions and ordinary trade. No. They stand on a very different footing. The man who goes to China to offer cotton goods or hardware is in a very different position to the man who goes to offer to finance a railway. To begin with, the railway—especially if only to be financed on the condition that there should be a mortgage upon some territory—may be of political value, and involve political interests which take it altogether out of the category of ordinary trade, and therefore, the political open door must receive some modification if applied to the question of concessions. I should say that the theory under the open door is it is perfectly open to any man to go to China to-morrow and ask for a concession of anything. It is perfectly open for the Chinese Government to refuse that concession. That is the theory we all know, but in practice the question whether he gets the concession or not largely depends on the diplomatic pressure at his back. No doubt all the Powers have been exercising diplomatic influence, and they have all got concessions, and I should like to have the Englishmen in the room who have obtained those concessions, and asked them whether they would exchange them. I do not suppose anyone would be unreasonable enough to say we have any right to claim a monopoly of these concessions. (Hear, hear.) I think, then, if you have followed me so far, you will see that we have some reason to say that so far as we have gone in China we have no reason to complain. We have done very fairly, and the influence of our Government has been exercised for the advantage of every people who have obtained concessions. It seems to me we have not, up to the present time, had to complain of the closing of any market which previously was open. (Hear, hear.) But I think you will find the criticism of which I have spoken, when you come to look into it, applies rather more to the future than to the present or the past, and what our friends fear is that, although no market has hitherto been closed to us, that some of these doors will be closed, or may be closed, in the future. Well, I say at once I am not without anxiety on that point, and it is a most important question for consideration. How are we to secure the open door which we possess at present? How are we to be certain nobody will try to slam it in our faces? Some of our friends or opponents suggest that we should come to an agreement

with Russia. Well, we have had agreements with Russia. (Laughter and cheers.) I do not myself say that an agreement with Russia is impossible, and I may say if it is possible it is a desirable thing. (Hear, hear.) An agreement is always a desirable thing. It is desirable because it makes clear the objects and the intentions of both parties; but after the experience that we have had we must remember no agreement that we can make—I will not say with Russia, I would almost say with anybody—can be permanently valid unless it is for the interest of both parties to maintain that agreement—(cheers)—or unless one party is strong enough to enforce it. (Hear, hear.) Well, then, I say again that we want a better guarantee than any paper agreement—(hear, hear)—to ensure the policy of the open door. (Cheers.)

How can we find it? We can only find it, in my opinion, in common interest. Other nations besides ourselves should have the same desire to keep the door open, and should be prepared to support a liberal trade policy in China, which we were the first to proclaim. (Cheers.) Are there any such nations? There is Japan. (Cheers.) There is Germany. (Cheers.) There is America. (Loud cheers.)

Now with Japan our relations have all along been those of cordial friendship. (Cheers.) Japan is, like ourselves, a great island Power, and within the last few years it has been making preparations which will soon constitute it a force which cannot be neglected in any Eastern combination. (Hear, hear.) It is, it must be, therefore, a great satisfaction to us to know in this matter of the open door the interests of Japan are the same as ours. (Cheers.) With regard to both Germany and the United States, I rejoice that our relations are closer and more cordial than they have been for some time past. (Cheers.)—L. & C. Express.

PEKING NOTES.

Peking, December 7th.

Word was received here to-day from Tungcheo, fifteen miles east, to the effect that Dr. Ingram and Rev. George Wilder of the American Board Mission, while on their way to Ping Kuei-shan, where they have a mission station, were seized by some Chinese soldiers. The gentlemen were on bicycles. Some Chinese residents of Tungcheo reported that they were being taken away with bound hands under a guard of six mounted soldiers. The rumour has not yet been confirmed and Minister Coughlin, to whom the matter was reported, awaits further word before taking action. The local officials, to whom the matter has been referred, are acting energetically, but say they will be helpless to do anything if the soldiers are unwilling to give up the gentlemen. The soldiers, it is supposed, are Tung Hsueh-shan's men who created so much trouble at the Lu Kou Bridge and made an attack on Mr. Cox and others.

There are now about two hundred foreign marines in Peking, representing seven of the Foreign Powers which have Legations here. I am sorry to say it is reported that some of them have shown lack of discipline, especially in their conduct on the city walls. It was rumoured that in consequence the gates to the wall would hereafter be closed against all foreigners while the marines remained in the city. But as yet no decree has been issued to that effect.

Several times recently decrees have appeared in the Emperor's own name, in one of which he appears to speak unfavourably of his friend Kang Yu wei. They were undoubtedly issued according to the wishes of the Empress Dowager, who desires to make it appear that the Emperor has gone back on his principles. Apparently the ladies of the Imperial Household have not been able to agree to the conditions imposed by the Empress Dowager, so all talk about their contemplated call on her has ceased.—S. D. Press Cor.

NOTANDA.

CALENDAR.

DECEMBER.

Meteorological means based on ten years' observations to 1893.

| | |
|------------------|--------|
| Barometer..... | 29.818 |
| Thermometer..... | 80.1 |
| Humidity..... | 77.7 |
| Rainfall..... | 8.58 |

TO-DAY.

WEATHER REPORT.

| | | |
|------------------|-------|-------------------|
| Barometer..... | 30.18 | On date at 4 p.m. |
| Thermometer..... | 71 | 67 |
| Humidity..... | 44 | 63 |
| Rainfall..... | — | — |

TO-DAY.

Tuesday, 20th December, 1898.

(St. Ignatius, Martyr.)

Chinese—5th of 12th moon of 24th year of Kwang-si.

Moon—First Quarter 4.10 a.m.

High water—Morning..... 3hr. 30min.

Afternoon..... 3hr. 30min.

Low water—Morning..... 3hr. 22min.

Afternoon..... 3hr. 30min.

ANNIVERSARIES.

1852—Annexation of Pegu.

1858—Final suppression of the Indian Mutiny announced.

1881—Arrival of Prince Albert Victor and George of Wales at Hongkong in the *Barclay*.

1885—Governor Sir G. Bowen left Hongkong.

1893—Two cotton mills destroyed by fire at Osaka, 120 persons burnt to death.

TO-MORROW.

Wednesday, 21st December, 1898.

Chinese—6th of 12th moon of 24th year of Kwang-si.

High water—Morning..... 3hr. 20min.

Afternoon..... 3hr. 20min.

Low water—Morning..... 3hr. 14min.

Afternoon..... 3hr. 20min.

ANNIVERSARIES.

1736—Steam navigation first attempted.

1854—Several hundred armed Taipings arrested in Hongkong.

1872—The Princes Philip and Augustus of Saxe-Coburg visited Hongkong.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Albatross*) to-morrow.American (*Belgica*) to-morrow.Australian (*Yamashiro Maru*) to-morrow.Indian (*Koh-i-noor*) 24th inst.English (*Chusan*) 25th inst.American (*Coptic*) 27th inst.Canadian (*Empress of China*) 28th inst.American (*City of Peking*) 12th prox.THE P. & O. S. N. Co.'s steamer *Malacca* left Singapore for this port at 1 p.m. yesterday the 19th instant.THE P. M. S. S. Co.'s steamer *Aster* with mails, etc., left Molt for this port yesterday morning the 19th instant.

THE P. & O. Co.'s steamer *Chusan* with the outward English Mails left Singapore for this port at 4 p.m. yesterday the 19th, and is due here at about 1 p.m. on the 25th instant.

THE P. M. S. S. Co.'s steamer *City of Peking* with mails, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 15th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isidoro-Pena..... at Kowloon Dock.

H.I.G.M.S. Kaiser..... " "

Hongkong..... " "

Bygdø..... " "

H.I.G.M.S. Albatross..... " "

H.I.G.M.S. Gefion..... " "

Ask..... " "

H.I.G.M.S. K. Alla..... " "

H.M.S. Pigmy..... " "

Haliphong..... " "

Athenian..... " "

Hainan..... " "

Pakistan..... " "

Hankow..... " "

Pictola..... " "

SWATOW.

Arrivals from Agents.

Dec. 18 *Hongchow*..... Shanghai B. & S.

18 *Chiyeen*..... Hongkong C.M.S.N. Co.

19 *Loosok*..... Hongkong B. & S.

19 *Formosa*..... Hongkong J. M. & Co.

19 *Thales*..... Amoy J. M. & Co.

Departures for Agents.

Dec. 18 *Wenchow*..... Amoy & Shanghai B. & S.

19 *Hongchow*..... Hongkong B. & S.

19 *Formosa*..... Amoy J. M. & Co.

19 *Thales*..... Hongkong J. M. & Co.

19 *Chiyeen*..... Shanghai C.M.S.N. Co.

IN PORT—*Loosok*.

PASSED THE CANAL.

Outward—Nov. 22nd *Indrani*, *Flintshire*; Nov. 23rd *Gallop*, *Malacca*, *Benledi*, *Dorotha*, *Rickmers*; Dec. 6th *Tanulius*; Dec. 9th *Sikh*, *Socotra*, *Vladimir*; Dec. 13th *Patradus*, *Norman Isles*.

Homeward—Dec. 13th *Calcedonion*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is a combination of two most valuable remedies, in a palatable and easily digested form having great healing and strengthening properties, most valuable in Consumption and wasting diseases. Read the following:—

"I have found Scott's Emulsion of great benefit in the treatment of phthisical and scrofulous diseases. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the plain oil."—D. B. KENNEDY, L.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—Advt.

Entertainments.

A CONCERT.

WILL BE GIVEN IN THE

ST. GEORGE'S HALL,

ON

THURSDAY, the 22nd December,

at 9.30 P.M.

BY

THE HONGKONG ODD VOLUMES

SOCIETY.

PROGRAMME:

PART I.

1. Song—"An Old Garden"..... Hope Temple.

Mr. F. Perry Harold.

2. Song—"Unlucky"..... Luigi Caracciolo.

Mrs. Buttanshaw.

3. Recitation—"The Postman's"..... Harding.

Story..... Cox.

Mr. H. E. Pollock.

4. Song—"La Serenata"..... F. Paolo Tosti.

Miss Gaspar.

5. Song—"Ritournelle"..... Chaminade.

Mr. C. H. Grace.

PART II.

1. Song—"When the Heart is Young"..... Dudley Buch.

Miss Murray Bain.

2. Song—"I'll sing thee Songs"..... Clay.

Mr. E. L. Hunter.

3. Piano-forte—"Des Abends"..... Schumann.

Solo..... ".....".....

4. Song—"Fair is my Love"..... Hatton.

Mr. C. H. Grace.

5. Song—"For the Sake of the Past"..... Tilo Mattie.

Miss Gaspar.

There will be a Special Train a quarter of an hour after the close of the Performance.

HENRY E. POLLOCK,

Hon. Secretary.

Hongkong, 19th December, 1898. [1490]

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

will produce a Pantomime entitled,

"THE YELLOW DWARF,"

or

"HARLEQUIN THE KNAVE OF HEARTS."

On the following dates:—

THURSDAY, 5th January, 1899.

SATURDAY, 7th " "

MONDAY, 9th " "

WEDNESDAY, 11th " "

SATURDAY, 14th " "

The TICKET OFFICE at the Theatre will be OPENED on THURSDAY, the 22nd Dec. at 10 A.M. and Seats can be booked from 10 A.M. to 2 P.M. every day; SUNDAYS and GENERAL HOLIDAYS excepted.

E. W. MITCHELL,

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATION. | SAILING DATES. |
|----------------|---|-------------------------------|
| SANUKI MARU | MARSEILLES, LONDON, NEWCASTLE, ANTWERP, VIA SHANGHAI, PENANG, COLOMBO and PORT SAID | THURSDAY, 22nd Dec. at 4 P.M. |
| HIROSHIMA MARU | Kobe and YOKOHAMA | THURSDAY, 22nd Dec. at 4 P.M. |
| SAGAMI MARU | SHANGHAI, CANTON, HONGKONG, YOKOHAMA, KOBÉ, and YOKO | FRIDAY, 23rd Dec. at 4 P.M. |
| YAMASHIRO MARU | HAMA | FRIDAY, 23rd Dec. at 4 P.M. |
| MIKI MARU | ROMBAI, VIA SINGAPORE and COLOMBO | TUESDAY, 27th Dec. at Noon |
| RIDEI MARU | SEATTLE, WASH. U.S.A., VIA HONOLULU, SAN FRANCISCO, and COLOMBO | FRIDAY, 24th Dec. at 4 P.M. |
| OMI MARU | THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE | FRIDAY, 24th Dec. at 4 P.M. |
| HAZAKI MARU | MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID | THURSDAY, 31st Dec. at 4 P.M. |

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 19th December, 1898.

STANDARD OIL COMPANY OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (3000 Pire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX.

Crude, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

Dr. KNORR'S ANTIPYRINE

patented "LION BRAND"

In Powder and Crystal, also in Drops of 5 grains, each soluble in 3 water.

FEVER, RHEUMATISM, NEURALGIA, MIGRAINE, and all AFFECTIONS OF THE NERVOUS SYSTEM.

NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 percent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA-EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and with which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

CARBOLINEUM AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMM & Co.

Hongkong, 11th September, 1896.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

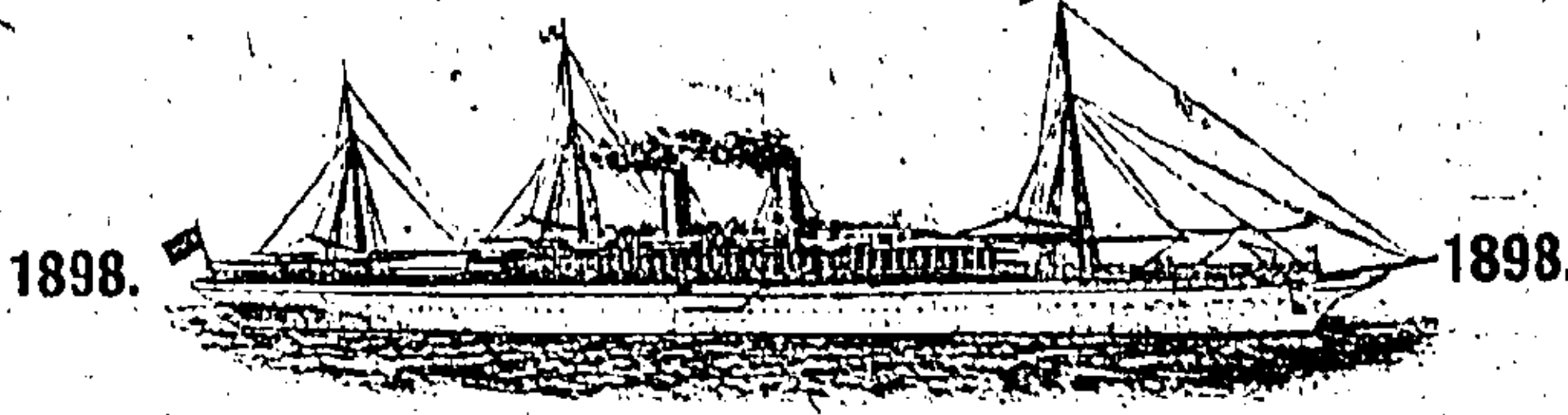
36, DIVISION STREET, KOBE,

Hongkong, 15th March, 1898.

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Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—14,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 21st Dec., 1898.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 18th Jan., 1899.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 15th Feb., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING-CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 24th November, 1898.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Saturday, 14th Jan., 1899.

HONGKONG MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Tuesday, 7th Feb., 1899.

NIPPON MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Saturday, 4th March, 1899.

THE Steamship

AMERICA MARU, will be dispatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 14th January, 1899, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of 2/4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th December, 1898.

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ANTI CORROSIVES

ANTI FOULINGS

MANUFACTORY.

all sorts of OIL PAINTS and COLOUR-WASH

PREPARED IN ALL COLOURS TO SUIT PURCHASERS.

GENERAL AGENCY.

BAILLYS ENGINEERING AGENCY,

17, PRAYA CENTRAL,

Hongkong, 14th May, 1898.

[29]

Mails.

NORTH GERMAN LLOYD.

(Freight Service.) (Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-------------|---------------------------------------|--------------------------------------|
| HAMBURG | HAVRE AND HAMBURG | 22nd Dec. Freight. |
| Voss | (LONDON with transhipment in HAMBURG) | December. Freight and Passage. |
| HEIDELBERG | HAVRE AND HAMBURG | About 31st Dec. Freight and Passage. |
| Schneider | (LONDON with transhipment in HAMBURG) | About 5th Jan. Freight and Passage. |
| STIERIA | GENOA AND HAMBURG | About 18th Jan. Freight. |
| Hildebrandt | (LONDON with transhipment in HAMBURG) | About 18th Jan. Freight. |
| ARMENIA | HAMBURG AND ANTWERP | About 18th Jan. Freight. |
| Magin | (LONDON with transhipment in HAMBURG) | About 18th Jan. Freight. |

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 17th December, 1898.

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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Dec. at Noon.

City of Nagasaki (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th Dec. at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 31st Jan. at Noon.

City of China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 16th Feb. at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO," will be dispatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 22nd instant at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of 2/4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th December, 1898.

[1436]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th Jan., 1899, at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 31st Jan., 1899, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 25th Feb., 1899, at Noon.

THE Company's Steamship

"COPTIC" will be dispatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 5th January, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th December, 1898.

[2]

SAILING VESSEL.

FOR NEW YORK.

THE "3/3 A. I. American Ship

"REUCE" Captain Adams, having arrived will load here for the above port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, 15th November, 1898.

[1320]

BUTTERFIELD & SWIRE.

Agents.

Hongkong, China and Japan.

Hongkong, 8th December, 1898.

[1330]

Printed and published by ETHELBERT FORBES SKERTCHLY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.